

IN THE CLAIMS:

1-16 (Cancelled)

17. (Currently Amended) An aircraft fuselage, having a fuselage structure, comprising:

an exterior skin ~~which is designed to be part of the~~ a plurality of structural elements comprising that are components of a [[the]] mechanical strength bracing of the fuselage structure and to help absorb it's forces acting on the fuselage structure, the exterior skin is comprised of and is made of materials designed to be resistant to shear and is incorporated, and incorporated as a bearing element into the mechanical strength bracing of the fuselage structure to absorb and transfer the forces and torques acting thereupon, wherein the exterior skin comprises a sandwich design comprising layers of a composite material and a metallic material, and carbon fibers coated with a nitride or a carbide bond being embedded in the metallic material, the metallic material consisting of a layer of an aluminum, a titanium, an aluminum alloy, a titanium alloy and combinations thereof, the layers of the composite material and the metallic material being adhesively bonded together by a coating of an adhesive resin layer between the layers, such that the exterior skin is a hybrid material comprising layers of the composite material, the adhesive resin layer and the metallic material layer capable of being molded by further deformation processing after layering of the layers, such that the exterior skin is shaped by molding as an exterior surface of the aircraft fuselage and is joined to the components of the mechanical strength bracing of the fuselage structure by further processing, wherein the hybrid composite material comprises combinations of the carbon fibers with glass fibers or ceramic fibers, and a silicate fiber material, and carbon fibers are coated with a nitride or a carbide bond and are embedded in a metal such that the hybrid composite material is heatproof and wherein the metallic material is selected from the group of metallic materials consisting of an aluminum, a titanium, an aluminum alloy, a titanium alloy, and combinations thereof, wherein the composite material and the metallic material are coated by a resin layer or are embedded in a resin, wherein the exterior skin has a sandwich design, in which the composite material and the metal material are adhesively bonded in layers, wherein the sandwich design is adapted for yielding a burn-through resistant behavior of the exterior skin relative to extended exposure to flames from a fire.

18. (Cancelled)

19. (Cancelled)

20. (Cancelled)

21. (Previously presented) The aircraft fuselage of claim 17, wherein the composite material includes plastics reinforced with glass or plastic fibers.

22. (Previously presented) The aircraft fuselage of claim 17, wherein the metallic material is made of titanium or of a titanium alloy.

23. (Previously presented) The aircraft fuselage of claim 17, wherein the composite material is comprised of a carbon fiber composite (CFK) material.

24. (Cancelled)

25. (Cancelled)

26. (Previously presented) The aircraft fuselage of claim 17, wherein the sandwich design includes a GLARE material, ~~having a high burn-through behavior.~~

27. (Previously presented) The aircraft fuselage of claim 17, wherein an outer surface of the exterior skin exposed to weathering is protected by joining a plate-like planking to the outer surface, the planking being comprised of a non-metallic material, a fireproof metallic material, or a combination material, the combination material being comprised of a non-metallic material and a metal material, such that the planking is capable of being molded and joined by further processing.

28. (Previously presented) The aircraft fuselage of claim 27, wherein the planking is formed such that the planking is protective against burn through and adjusted to an outer contour of the exterior skin.

29. (Previously presented) The aircraft fuselage of claim 28, wherein the planking is realized using a GLARE material.

30. (Previously presented) The aircraft fuselage of claim 29, wherein the metallic material of the exterior skin comprises aluminum or an aluminum alloy joined to the planking.

31. (Previously presented) The aircraft fuselage of claim 17, wherein the composite material is further comprised of a glass fiber composite (GFK) material.

32. (Previously presented) The aircraft fuselage of claim 23, wherein the composite material is further comprised of a glass fiber composite (GFK) material.

33. (Cancelled)

34. (New) A method of forming an exterior skin of an aircraft fuselage of claim 17, the method comprising:

preparing a semi-finished exterior skin designed to be part of a plurality of structural elements comprising components of a mechanical strength bracing of [[the]] a fuselage structure and to help absorb forces acting on the fuselage structure, wherein the exterior skin is comprised of materials designed to be resistant to shear and is incorporated as a bearing element into the mechanical strength bracing of the fuselage structure to absorb and transfer the forces and torques acting thereupon, wherein the step of preparing the semi-finished exterior skin comprises layering layers of a composite material, a silicate fiber material and a metallic material, the metallic material consisting of an aluminum, a titanium, an aluminum alloy, a titanium alloy and combinations thereof, such that exterior skin comprises a sandwich design, and adhesively bonding the layers together by coating a resin layer between the layers or encapsulating the layers in a resin, prior to the step of layering, such that the

exterior skin is a hybrid material capable of be molded by further processing after layering of the layers, wherein the step of preparing forms a hybrid material comprising combinations of carbon fibers and glass fibers or ceramic fibers, and the carbon fibers are coated with a nitride or a carbide bond and are embedded in the metallic material such that the hybrid material is heatproof, wherein the sandwich design is adapted for yielding a burn-through resistant behavior of the exterior skin relative to extended exposure to flames from a fire;

molding the semi-finished exterior skin to form an exterior surface of the aircraft fuselage; and

joining the components of the mechanical strength bracing of the fuselage structure with the exterior skin, incorporating the exterior skin into the mechanical strength bracing such that the exterior skin is capable of absorbing and transferring forces and torques acting upon the mechanical strength bracing of the fuselage.